

INDUSTRY IN THE SOUTH

The Wonderful Progress that Made 1890 a Memorable Year.

Development of a Great Future—New England Capital Largely Invested in the Development of the Section—Steel and Tin Plant—Over Fifty Millions of Manufactured Cotton.

To say that the year 1890 was one of the most remarkable periods in the material history of the Southern States is but giving utterance to a potent fact that is recognized and appreciated by all who are acquainted with the marvelous expansion which has been going on in that section during the past year. The percentages of increase in the various departments of business and manufacturing are so notably large that they almost baffle the average business man from the staid and quiet communities of the North and West.

While the business growth of the South has been large in every line, it has been notably so in the production of pig iron and the establishment of iron manufacturing. The increase in pig iron production has been nearly 500 per cent. over that of 1889, while a long step forward has been made toward the establishment of the steel making industry.

During the year 183,625 tons of steel were produced, being more than 4,000 per cent. increase over the production of 1889, a degree of growth probably never before equaled in any line of industry anywhere in America, if, indeed, in the whole world.

A great future is dawning in the South in the line of steel exploitation. Within the limits of Virginia, Western North Carolina, East Tennessee, a portion of South Carolina and in Western Texas there are ores that are specially adapted for steel making, and during the year of 1891 will be brought under a greater degree of development than the year of 1890 has witnessed.

The famous Cranberry ore of Western North Carolina, for years noted for its rare metallic purity, is destined within this and the coming years to almost revolutionize the industry in at least the Middle South. A large number of ore cars are now being constructed in Johnson City, Tenn., to ply between Johnson City and Chattanooga and the mines at Cranberry, bearing in greater volume the famous ore to the furnaces at the two places named, where it will be metamorphosed into incomparable pig, which in turn will produce a quality of Bessemer steel that will be the means of establishing, at least at Chattanooga, a great tin-making industry.

Within the past few weeks sheets of steel made from Cranberry ore have been rolled out by the Southern Iron Company's new steel plant at Chattanooga, and have been shipped to St. Louis, where a large tin-making plant has experimented with them in the manufacture of tin sheets. The experiment terminated in the most satisfactory manner, and the St. Louis concern has already contracted with the Chattanooga plant for a continuous supply of steel sheets to feed their tin-making industry.

To every intelligent mind the natural conclusion will come that Chattanooga, in course of time, instead of shipping her steel product to distant points, will utilize it herself, and thus in course of time a great tin manufacturing industry will become established in that city.

The tin industry promises to secure a strong foothold in the State of Virginia, where a large English syndicate has already taken steps to establish, at Saverlake, on the Shenandoah Valley Railroad, an immense tin-plate plant.

Within the past month ores, reported by State geological authorities to be remarkably rich and abundant, have been found in West Texas, where efforts are now making looking to the development of this newly-discovered source of wealth.

The South's cotton manufacturing industry stands next to that of iron in the ratio of increase. The past decade has witnessed a very extraordinary growth in the textile industry, and the past year has been characterized by an even greater degree of development than ordinarily. In 1880 there were 161 cotton mills in the Southern States. There are to-day 336, showing a rate of increase of fully 107 per cent. These 336 mills contain 1,819,291 spindles, against 542,048 spindles in 1880. The increase of spindles during the past year is equivalent to nearly one-half of the entire number reported in the South by the census of 1880.

The value of the manufactured product of the Southern cotton mills in 1880 was over \$16,000,000. This amount has swollen into more than \$54,000,000 to-day.

These may be dry facts to the reader who has little interest for statistics, but dry as they seemingly are, they mean much to a large number of people who extract their living through the instrumentality of the industry.

The cotton mill men all over the South, with rare exceptions, are looking forward to a year of great prosperity in their line. The demand for their product was never greater, and while the prices have been at times unsatisfactory, they have been good enough to create gratifying dividends. Every year new markets are being found for Southern cotton goods, and every year the quality of these goods is becoming better.

Much New England capital has come South during the past year, and become invested in spinning plants; besides, many plants entire have been moved bodily from their New England moorings, and have sought Southern locations, near the cotton fields. Simultaneously with the force bill oratory of the distinguished Senator from Massachusetts, more than half a dozen important movements are making in Boston and elsewhere in the Bay State looking to the establishment of enterprises in the section whose business interests Senator Hoar aspires to cripple.

The cotton mills of South Carolina have been especially profitable during the past year, and no small portion of their stock is owned by Massachusetts capitalists. The same is equally true all over the South, in other lines as well as cotton. There is a community of interest between the Bay State and the great cotton interests of the South. Young Southerners go to Lowell and other Massachusetts

towns to apply themselves in the machine shops and factories, learning all the minutæ pertaining to the textile trade and manufacturing. The Southern manufacturers buy much of their machinery from Massachusetts shops, and thus there exists a tie between Southern mill men and the people of the Bay State.

During the year of 1891 there will be a vast increase in the number of Southern cotton mill spindles. There will be a corresponding improvement in the character of goods manufactured, and there will be a still greater widening out in the markets supplied by Southern mills.

The past year witnessed the establishment of a large number of hosiery and knit-goods mills throughout the South. Virginia has been notably prominent in this new departure. This State has also been active in the establishment of other kindred textile enterprises. For example, in the town of Salem a woollen mill is being completed, a knit-goods mill is in prospect, a clothing factory is under construction, and at other points in Virginia this statement may be reiterated. Only a couple of weeks ago a representative of a wealthy New York syndicate was in Buena Vista and Glasgow negotiating for the location of a mill to manufacture silk braids and spun silk, and giving employment to 300 operatives.

It is this degree of diversification that is making Virginia head the list of Southern manufacturing States, and it is almost inconceivable, too, that in the face of a heavy State debt that commonwealth has been able to throw off her business lethargy and awake to her real material importance.

One of the best indications of the substantial prosperity of the South and its wonderful growth during the past year lies in the banking capital invested. In 1880 the banking capital of the South consisted of \$92,575,000. Observe the increase in ten years! There is to-day in the South \$171,690,671 invested in banks, fully 86 per cent. increase in ten years.

The latter half of the past year has been more notable for the establishment of new banks than has been any other period in the history of the South, until there are few towns of any importance whatever that do not boast of a local bank. The volume of money in circulation is therefore greater than it ever has been. In 1880 the census authorities did not seem to regard it as a matter of interest or importance to report the amount of capital invested in Southern enterprises. The census of 1890 will show that \$2,339,170,000 has been invested in that direction.

Another notable indication of the South's wonderful expansion is the growth of her cities and towns. Within the past decade there has been an increase of 98 per cent. in the number of towns having a population of 10,000 inhabitants and over. The larger communities, such as New Orleans, Charleston, Richmond, Norfolk, Atlanta, Nashville, Memphis, Galveston, and Dallas, have enjoyed a steady growth, both in population and in volume of business. There has been more money spent in municipal improvement, in better streets being paved, in sewerage systems adopted, in electric lights installed, and in fire alarm and police patrol systems inaugurated, and so on to the end of the list of these modern accessories of the metropolitan cities.

The cities named have every one made successful experiments in manufacturing, and with that degree of success will be the ratio of the industrial prosperity they will enjoy during the present year. All in all, the South starts out upon the new year under more promising auspices than ever before in her history. —Washington Post.

THE WATERED STOCK OUTRAGE.

A few weeks ago the *News*, in a number of articles, argued that railroads should be compelled to carry freight and passengers at rates based upon actual value of the roads; that no dividend should be paid upon watered stock, and that if the "water" was squeezed out the greatest difficulty in adjusting matters between the railroads and people would be eliminated. As was expected, the article raised quite a breeze in western railroad circles, and the editor of this paper received a number of letters from shippers, railroad men and others, some approving and others condemning the positions as "untenable." One railroad attorney very positively and seriously stated that such a proposition was "monstrous," as it practically meant confiscation of the railroad property.

For the benefit of all such gentlemen, and others who have not looked into the matter, we give this morning a number of opinions selected from the evidence taken in 1886 by the special Senate committee consisting of Shelby M. Cullom, Warner Miller, Orville Platt, Arthur P. Gorman and Isham G. Harris. These gentlemen spent several months in making an investigation of the whole transportation question, traveling all over the country and taking the evidence of over two hundred leading shippers, farmers, railroad representatives and all classes interested and posted on the question. The testimony taken made a volume of fifteen hundred pages and is the most complete work in the United States on the subject embracing as it does the best thought of the times on that great problem.

The report of the committee was unanimous, and was the ground for the passage of the Inter-State Commerce law. Up to the question of "watered stock" we quote first from the committee report, then quote from evidence given by different experts, a copy of which can be seen in this office. The *News* has not taken a position that is not conceded by able railroad men to be right, as will be seen by the following opinions:

Another serious evil incident to the prevailing methods of railroad management, and one which is especially conspicuous in connection with the construction of unnecessary roads, is fictitious capitalization, popularly known as stock watering. This pernicious practice has unquestionably done more to create and keep alive a popular feeling of hostility against the railroads of the United States than any other one cause. It has been the favorite adopted to illegitimately increase the profits of these corporations and their speculative manipulators, and has been used to cover up and conceal from the knowledge of the public the returns really

THE RAILROAD SITUATION IN NORTH CAROLINA.

A statement showing what capital some of the principal railroads in this State have invested the annual amount of interest paid with the rate, and the tax paid upon the same property by the State.

COMPILED FROM OFFICIAL REPORTS, 1889.

		From Auditor's Report.									
		MILES IN	FOUNT	VALUE	RAT	INT	AMOUNT	NET	ROP		
		N.	P. R.	OF	T	P	PER	V	T		
			MILE	TRUCK	NT	AT	MOLE	LU	AX		
A. & C. A.	42.40	3	6,320	268,575	5	2	13,426	7,000	328,621	920.13	
A. & N. C.	19.9	3	1,443	58,756	6	86	19,566	4,362	370.82	1,066.34	
A. T. & O.	45.3	3	9,091	460,000	4	1	19,000	5,000	330,510	616.52	
A. & S.	42.50	3	10,833	460,000	4.30	13.33	8,000	31,410	1,022.36		
C. F. & V.	245.00	3	9,531	225,000	5	2	2,700	79,335	1,260.00		
C. C.	307.00	3	16,607	470,000	2.55	1.00	3,770	1,300,000	3,300.00		
C. C. & A.	11.40	3	18,467	153,885	9	13.81	7,163	65,768	212.15		
C. & L.	64.20	3	3,190	20,800	1.50	6.95	3,250	531,505	648.46		
N. & W. G.	11.75	3	15,265	189,363	4.99	9.45	5,000	63,216	177.00		
N. W. N. C.	22.10	3	17,361	400,000	6	11.30	12,750	439,691	2,398.03		
N. S.	53.37	3	34,732	1,701,111	4.25	82.55	2,100	160,300	449.57		
N. & A.	107.25	3	9,322	1,000,000	6	60.00	2,000	3,930	754.04		
R. & G.	97.00	3	10,339	1,000,000	8	80.00					
R. & D.	47.00	3	25,770	1,224,675	9.00	124.45	10,110	479,557	1,342.79		
R. & T. R.	31.12	3	8,056	274,600	5.77	15.47	3,500	194,582	377.69		
Suffolk & Carolina	37.00	3	3,590	14,000	6	8.40	1,750	59,125	165.37		
S. & R.	18.00	3	16,261	388,468	10.00	38.46					
W. N.	81.20	3	26,854	7,548,000	1.79	131.90	5,000	1,584,375	4,400.00		
W. C. & A.	72.51	3	5,000	261,700	6	21.70	4,540	435,340	1,218.67		
W. & W.	319.00	3	37,500	6,000,000	6.25	343.60					
Total				\$38,944,588		\$3,391,488			\$8,134,022	\$20,840.46	

So far as this table goes, it shows that 19 per cent. only of the railroad property in this State is tax-d.

It was my purpose to make a complete list of all the active railroad capital actually employed within the State, but in the absence of official reports of many of the smaller roads as to their monetary operations this is at this time impossible. However, after a complete statement has been made it is my opinion that the aggregate will be more than 50 million dollars. Our Hon. State Auditor shows the "net tax valuation" of all the roads to be \$10,003,682.05 or about 20 per cent. It is true some measures have been adopted to secure tax from the three roads marked "blank" above. Allowing a very liberal return from these roads, it will not increase the tax value of the roads to more than 25 per cent. The State of New Jersey derives a revenue from its railroads on a basis of 75 per cent. of the capital stock and bonded indebtedness. This against 25 per cent. in N. C. When we consider that the average mile of road in N. J. is assessed at \$97,000 as compared with a possible \$5,000 in this State, the vastness of this statement at once becomes more apparent.

How many North Carolinians knew that we had a road in our State worth \$94,448 to the mile? This road is taxed \$0.190 to the mile, or less than 11 per cent. Official reports from this line show that in 1888 it was worth \$77,413; in 1889, \$94,448, or an increase of \$17,035 to the mile in 12 months.

Another conspicuous example is that of the W. & W. It is carrying an indebtedness to the extent of \$5,932 to the mile, yet they made the magnificent offer the investigating committee that the tax be assessed \$8.00 to the mile? Will it be accepted? —*Citizen, in Carolina Watchman.*

received from the capital actually invested. It has encouraged extravagance and corruption; has been made the means of swindling innocent investors out of millions of dollars; has promoted stock gambling and, worst of all, has imposed a serious and continuous illegitimate burden upon commerce. In the words of F. B. Thurber, "Excessive capitalization operates as a mortgage upon the industry of the country, and as a machinery for concentrating wealth in few hands wherever the power exists to impose rates for transportation which will yield dividends on watered stock."

By reference to the statement of Mr. Poor (testimony, p. 228), he extends to which this vicious practice has been indulged in will be better understood. Mr. Poor estimates that of the capital stock, bonds and other evidences of indebtedness issued by the railroads of the United States, amounting in the aggregate at the close of 1883, to \$7,495,471,311, at least \$2,500,000,000, represents what is known as "watered stock." Others have pronounced this estimate too low; and attention is invited to the statements of Messrs. Poor, Sterne (p. 79), Thurber (pp. 274 and 295), O'Donnell (p. 46), and King (p. 130) for illustrations of the effects of this practice.

BURTON C. COOK, ATTORNEY NORTHWESTERN RAILROAD.

Senator Harris—I should like to have your opinion upon this question: Assume that all these just and proper charges which you have just enumerated—the payment of employees, a fund for keeping the road in perfect repair, etc., have been provided for. What in your opinion, would be a fair and reasonable dividend over and above these expenses upon the actual capital invested in the road?

Mr. Cook—I do not know of any reason why capital should command any larger return in railroads than it would in any other enterprise about which there was no more risk. Perhaps there should be something allowed for risk.

Senator Harris—I would like to have your opinion approximately, or as near as you can give it, as to what would be a fair dividend.

Mr. Cook—I should not have much confidence in my opinion but if I had to fix it I should fix it at 7 per cent.

Senator Harris—I understand you to say that you would fix that amount of income by the present value of the road.

Mr. Cook—Yes, sir; road and equipment.

Senator Harris—Does not the question of value change? For instance, if you paid five times as much, or twice as much for iron rails at the time you built the road as steel rails now could be purchased for, would not that affect the question of the present value of the road?

Mr. Cook—My idea would be that it should be founded upon its present value, irrespective of its cost. I do not believe anything that is fictitious is profitable to the corporation or to the people. I would get down if I could to a square, honest rule which should be inflexible everywhere. I believe the prosperity of both the public and the roads would be increased, and increased in even proportion.

Senator Harris—Your idea, then, would be to ascertain the actual value year by year?

Mr. Cook—Whenever you should be six rates; whenever there would be a sufficient fluctuation to justify it.

Senator Harris—To determine the then actual value of the road?

Mr. Cook—Yes, sir.

CAMPBELL WALLACE, CHAIRMAN OF THE RAILROAD COMMISSION OF GEORGIA.

Senator Harris—Is the cost of the road an element in fixing a reasonable rate?

Mr. Wallace—What would be the cash value of the cost I think would be a proper

element to take into consideration, but nothing above that.

Senator Harris—Do you mean the actual cash cost?

Mr. Wallace—No, the actual cash value.

Senator Harris—No matter what it cost?

Mr. Wallace—No matter what it cost.

Senator Harris—The actual cash value is the proper element of consideration?

Mr. Wallace—Yes, sir.

STATE COMMISSIONER RODGERS, OF NEW YORK.

Commissioner Rodgers—Where complaint is made that too much is being charged from a particular point, the method in which our commission deals with it is this: We take up the question of the cost of the construction of the road, we find out how much it has taken to build it, how much stock and how many bonds are out, and how much has gone in good faith into the construction of the road. We then take their revenues and see whether those revenues are paying a fair rate, after the costs of hauling and handling are taken out upon the cost of construction. If so, we reach the conclusion that the general rates upon that road ought not to be diminished.

Senator Platt—In dealing with this question do you call the "cost of construction" what the company represents the cost of construction to be, or do you try to get at what the road was actually constructed for?

Mr. Rodgers—We get at what it was actually constructed for. What amount of money actually went in and take out the "water."

COMMISSIONER O'DONNELL.

Mr. O'Donnell, member of the board of railroad commissioners, N. Y.—Railroads are struggling to make 10 per cent. upon dishonest capital. The struggle is not to make fair dividends upon an honest capital, but to force the commerce of the country to pay earnings upon capital grossly watered. The people will be the friends of the railroads, just as they were in the State of New York to the canals. The time will come when the people will be the friends of the railroads, as they have been to the canals, and do everything they can to make them cheap ways of carrying freights and passengers over and through the different States. The prejudices against railroads will be dissipated when railroads are honest, or are made to be honest by basing their earnings upon honest capital.

Senator Platt—Suppose the stock of a railroad, or any other corporation, falls to a point where it correctly represents the cost—you say that some of these elevated roads have a capital largely in excess of their cost—suppose the stock of such railroad should fall to a point that actually represented its cost or value, is there any way you know of that the State can oblige the company to reorganize on that basis?

Mr. O'Donnell—Probably not but the State can limit their earnings so that it is a practical reorganization on a basis of honest capital. They can reduce the rates of fare and freight.

Senator Platt—Do you think it ought to be done?

Mr. O'Donnell—Certainly. I think railroads should only be permitted to earn a fair dividend on honest capital.

F. W. POOR, EXPERT.

Mr. Poor—The introduction of "water" into the share capital of railroads from the enormous amount issued is the chief cause of the condition of things so much complained has been made, and which was the occasion for the appointment of your committee. After "water" is issued the next thing is to make it valuable by the imposition of exorbitant charges upon the tariff passing over the roads issuing it. There have never been wanting earnest

protests against this great wrong all to no avail. So long ago as 1869, Mr. Charles Francis Adams, Jr., now president of that company, in an essay upon the Union Pacific Railroad, said:

"The line from Chicago to New York represents now but \$60,000 to the mile as the result of many years of inflation while the line between Omaha and San Francisco begins life with a cost of \$115,000 per mile. It would be safe to say that this road costs considerably less than one-half this sum. The difference is the price paid for every vicious element of railroad construction and management. Costly construction, entailing future taxation on trade; tens of millions of fictitious capital; a road built on the sale of its bonds, and with the aid of subsidies, every element of reckless exaggeration, and the whole of it some future day to make itself felt on as a burden on the trade which it is to create."

"During a long period of the life of the Union Pacific," said the government directors of this company in their report for 1884, "it was a perfect and absolute monopoly. The profits of its operations were princely. In view of the present unsettled commercial and financial conditions, and particularly as they concern Union Pacific, the past history of the company appears now like a travesty upon corporation management. While it was earning the money to acquire and pay for over \$40,000,000 securities, and to declare more than \$23,000,000 in dividends upon stock which the now president of the road declared represented little but the energy of the projectors of the road, and all this from transportation, time and opportunity when a fund for the liquidation of this indebtedness might have been easily established was either carelessly or purposely permitted to pass by."

The remarks of Mr. Charles Francis Adams, Jr., and of the government directors of the Union Pacific Railroad describe very adequately the methods of "watering" the stocks of railroads and the evils resulting therefrom. The "water" being injected, a system of extortionate charges is the necessary result. Then come the complaints of an outraged public, and appeals for relief both to the State and National Governments. The relief sought never was and never will be afforded. Whenever the opportunity offers "water" has and will be poured into railroads with entire impunity. The laws prohibiting its injection amount to nothing. The traffic passing over them will always be charged "all that it will bear."

THE THIRD PARTY, OR FOURTH.

This is a great country. It is filled with people who are thinking more of their condition now than ever before. Six months ago "The Third Party" meant the Prohibition party, now when we are reading about the great combination of Alliancemen, Industrial Unionmen, Patrons of Husbandry, Knights of Labor and all the representatives of labor as organized against trusts, combines and monopolies, that was canvassed last month in Ocala, and by some already named The People's Party. It was proposed to call a meeting of the friends of this new party in Cincinnati in February, but, a canvass among Southern Alliancemen found them not yet ready for the move. What will keep them in their present frame of mind, politically, or what may cause a revolution of their present sentiments is food for the most serious and intelligent consideration of patriots and statesmen. The evidence that the toiling masses have not been fairly represented in the councils of the nation is too overwhelming to admit of discussion. The daily failures among business men of which we read in the papers are on the beginning of a financial crash that will bring bankruptcy and ruin to the great majority of our people without speedy relief. In this condition of things men do not always think calmly as to the best road to relief. When dangers surround us and destruction seems inevitable it is the cool head that sees the best means of escape, and the iron devotion to principle which leads to the adoption of those means. The people are determined on relief, and if the Democratic party does not all in its power to afford it, then the "People's Party" will be appealed to in the early future. The postponement of action means only a stay of proceedings to give the Democrats one more chance to show its purposes. If the next House of Representatives, which is overwhelmingly Democratic shall do its duty towards giving the demanded relief, we need have no fear from the Third Party. If such action is not taken by the Democrats, then the "People's Party" will sweep this country in 1892 by such a majority as has never been known in any popular election. If this writer is not among the living at that time we desire our heirs and administrators to repeat the phrase "I told you so." —*Press and Carolinian.*

Dear reader, are you behind with your subscription? Look at your label and see. If you are, settle up.

The National Economist Hand-Book of Facts for 1891 is now about ready for delivery. This book is published by The National Economist, the national organ, of Washington, D. C., and it should be in the hands of every true reformer. This is the same publication as The National Economist Almanac, which had such a great sale last year. Every one seeing this notice should make application at once for the number of books they want. The price is 15 cents single copy, or two for 25 cents. This book will be of the greatest interest to the Order, as it has been carefully compiled, and contains information on all points that effect the prosperity of the farming and laboring classes. The publishers of this book authorize us to say that they will receive orders from the sub-secretaries and ship the books, and they can remit after distributing them to the purchasers, but when convenient send as much money with the order as possible. This book contains the proceedings of the Ocala meeting, and every member should have a copy.

EXTRACT FROM MESSAGE OF GOV. FRANCIS, OF MISSOURI, ON BALLOT REFORM AND TRUSTS.

THE AUSTRALIAN ELECTION LAW

The Legislature of 1889 amended the election law very materially and introduced innovations whose operations and effect were seriously questioned by many conservative people. What is commonly called the "Australian" system of voting was adopted for cities of 5,000 inhabitants and over. In every city where the law was applicable its operation proved highly satisfactory, and that which was thought to be a dangerous experiment has proved a salutary reform. A free and uncorrupted ballot is the foundation of our institutions, and too many safeguards cannot be thrown around it. On the 4th of November, 1890, I made a close and careful inspection of the operation of the law in one of our large cities, with the result that I can testify to the excellent effects of the new system. Many, if not all, of the disagreeable features of voting under the old law are done away with, and the citizen is ensured in the casting of his ballot, complete immunity from the annoying solicitations of hired supporters of the various parties or candidates, and complete security in the selection of the nominees for public office that he desires to vote for. These evils being corrected, there is no reason now why every citizen should not discharge his duty by going to the polls and casting a free ballot.

There are some imperfections in the law as it exists at present, to which your attention will doubtless be called, and which can be remedied without impairing its good features. In this law the State recognizes party organizations, and in printing the ticket to be voted must determine what names to place thereon as party nominees. Provisions should be made for settling controversies in the event of the disruption of a convention or dissensions in a party which its members are unable to adjust, resulting in the presentation to the Secretary of State, or officers authorized to print tickets, of two or more candidates, each claiming to be the party nominee.

Demands are numerous that this law should be made applicable to every county in the State, and many good reasons can be urged why it should be done, whilst no valid objection has been presented why it should not. Everything possible should be done to protect the citizen in the free exercise of this precious right, and no ground should be left for the charge that the result of an election is not the free expression of the will of the people.

If, in your wisdom, you should determine to require that all party nominees whose names are printed upon tickets furnished by the State must be nominated by primary elections held under the State law, either by vote of the people direct or that the members composing the convention which makes the nomination should be chosen by primary elections held under the State law, I think you would have the authority to do so. Such a course would meet the objections sometimes urged to the effect that the party nominees are not the choice of a majority of the party. In the event that you should enact such a law, I believe it should be confined in its application at present to cities of 5,00